Osgood Bridge
Spanning Beebe River on Perch Pond Road
Campton Hollow
Grafton County
New Hampshire

HAER No. NH-10

HAER
NH,
5- CAMPHO,
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
MID-ATLANTIC REGION, NATIONAL PARK SERVICE
DEPARTMENT OF THE INTERIOR
PHILADELPHIA, PENNSYLVANIA 19106

HISTORIC AMERICAN ENGINEERING RECORD

OSGOOD BRIDGE HAER No. NH-10

Location: Spanning the Beebe River on Perch Pond Road in the Town of Campton, Grafton County, New Hampshire, located just south of the hamlet of Campton Hollow.

USGS Plymouth Quadrangle, New Hampshire 1928
UTM: Easting 288300 Northing 4855200 Zone 19

Date of Construction: 1899

Engineer: Vermont Construction Company, St. Albans, Vermont

Present Owner: Town of Campton
Campton, New Hampshire

Present Use: Vehicular bridge

Significance: The Osbood bridge is one of 25 low Warren truss metal highway bridges extant in New Hampshire. Constructed in 1899, Osgood bridge is one of the state's earliest examples of short-span highway bridges employing the low Warren truss design, combined with all-steel materials and riveted connections. The structure is one of three identical bridges erected in Campton in 1898-1899 by the Vermont Construction Company of St. Albans, Vermont, northern New England's sole bridge builder of the period. Osgood bridge provided an important link in the network of roads in the Eastern Corner section (so-called) of Campton, and a vital second crossing of the frequently flood-prone Beebe River, within the village of Campton Hollow. Osgood bridge was determined eligible for the National Register of Historic Places in 1985.

Project Information: This documentation was undertaken in November-December 1986 in accordance with the Memorandum of Agreement by the New Hampshire Department of Trnasporation as a mitigative measure prior to replacement of the bridge in 1987.

Prepared by Christopher W. Closs, Closs Planners Inc., 4 Bicentennial Square, Concord, N. H., for the New Hampshire Department of Transportation, Concord, N. H.

I. Site Features and Historical Background

Osgood bridge is located in Campton Hollow, one of four rural villages in the Town of Campton, New Hampshire. Campton is situated within the Pemigewasset River Valley in the upper central portion of the state, along the southern perimeter of the White Mountain National Forest region. The Pemigewasset River, which flows south, provided a highway for early settlers migrating northward from Connecticut, Massachusetts, and lower New Hampshire.

Campton lies astride the Pemigewasset River and is characterized by upland topography, now heavily wooded following the demise of hill farming in the late nineteenth century and the completion of large-scale pulp and timber operations by 1930. The portion of the town east of the Pemigewasset River, the Eastern Corner as it is historically known, is a remote, mountainous area expressed by three principal land forms: Mt. Weetamoo (2548') and Campton Mountain (2420') to the northeast, and Morgan Mountain (2243') in the southeast corner. The Beebe River and its tributaries, which flow west, drain this large, sparsely populated area, intersecting the Pemigewasset River about one mile west of Campton Hollow. There were at least four crossings of the Beebe River which were instrumental in the early settlement of the Eastern Corner.

The Campton Town Charter was granted to General Jabez Spencer of East Haddam, Connecticut, by Governor Benning Wentworth in 1761. Early inhabitants came from eastern Connecticut, the Newburyport area, and southern New Hampshire (Campton Bicentennial 1767-1967, p. 3). In 1763 Hobart Spencer (son of Jabez Spencer) settled along the Beebe River, followed by Abel Willey, Samuel Holmes and John Southmayd in 1772-1773. Campton Hollow and Livermore Falls were the earliest village centers of the community (Campton Bicentennial, p. 3). As settlement progressed in the post-Revolutionary War period, the villages of West Campton and Campton Village (Upper and Lower Villages) developed in the northern portion of the town, along the Mad River.

As the village centers, and industry, developed near sources of water power, the local transportation network evolved, gradually connecting these settlements. Industry was initially concentrated at Livermore Falls and Beebe River. By 1816 there were three sawmills, two gristmills, one fulling mill, one clothier, and a carding mill. During the nineteenth century nine mills were established along the Mad River, including the well-known Erastus Dole Woolen Mill (1826) at Campton Village (Coffee Connection at Erastus Dole Mill, development prospectus, 1972).

Campton's severe topography and abundant streams created the necessity for many fords and bridge crossings within its extended system of rural town roads. D. H. Hurd's Town and City Atlas of the State of New Hampshire, published in 1892 (see Appendix I), depicts the extent of this system at the close of the nineteenth century. Appendix II illustrates the changes, and the number of roads closed or abandoned, by 1970.

No record was found of when the crossing of the Beebe River at the location of Osgood bridge was established. A town history of Campton has never been published. The cut stone abutments, however, appear to predate the existing bridge by several decades, based upon the construction method, rough finish and irregular dimensions of the stones. It is probable that a log bridge, a wooden truss or covered bridge spanned this crossing prior to 1899.

The role of the Osgood bridge in the local highway system appears to have been two-fold. It provided a direct link between the farms along Perch Pond Road in the extreme southeastern corner of town, with Campton (Lower) Village; and offered an alternate means of crossing the flood-prone Beebe River at Campton Hollow. Secondarily, it also served as part of the inter-town road network, since Perch Pond Road extended into the town of Holderness.

Transportation, and the commercial and industrial development of Campton, began to change dramatically during the last quarter of the nineteenth century. The sale in 1867 by the State of New Hampshire of its timberland holdings in the White Mountains spurred lumber production and land speculation. By 1870 the major rail lines through or around the White Mountains had also been completed, connecting the untapped timber and pulp resources of the region with the port cities of Boston and Portland, while stimulating a new industry, summer tourism (The White Mountains: Place and Perceptions, p. 33). The Pemigewasset Branch of the Concord & Montreal Railroad was extended from Plymouth to North Woodstock in 1882, passing through Campton along the east side of the river (Campton Bicentennial, p. 19). Railway stations were built at Rocky Falls, Blairs, and Campton Village; nine hotels were eventually established to serve the summer guests who arrived by train. The Dole Woolen Mill was expanded, a tannery was established at Beebe River, and a pulp mill built at Livermore Falls (Campton Bicentennial, p. 15) following the discovery of the sulfite process in the 1880s (The White Mountains..., p. 33).

The first iron bridges in Campton were introduced by the railroad (later the Boston & Maine Railroad, which leased the Concord & Montreal Railroad in 1895). The 263' double lenticular deck truss bridge spanning Livermore Falls, built by the Berlin Iron Bridge Company in 1885, was the first metal highway bridge erected in Campton (Campton Bicentennial, p. 17). Between 1885 and 1911, the Town of Campton initiated an ambitious replacement program, constructing at least eight metal bridges which represented several of the foremost bridge companies of the period (Campton Bicentennial, pp. 17-20). These firms included the American Bridge Company, Berlin Iron Bridge Company, New England Bridge Company, and the Vermont Construction Company.

II. Bridge Description

The Osgood bridge is a single-span, metal pony truss highway bridge employing low Warren trusses and bearing upon dry masonry, cut granite abutments. The one-lane structure, aligned on a north-south axis, is 58' 6" in length with a deck width of 14'6". The overall width is 16'6". The height of the low Warren trusses is 6'10". (Photographs 1 - 8)

Each truss consists of four panels which embody in the web, the equilateral triangles characteristic of the Warren design. The bridge is constructed with channels, angles and plates, which are assumed to be steel. (Insignificant loss of metal section from much of the truss superstructure [above the deck level] suggests that some of the members may be of rolled wrought iron, the predominant material used in metal bridge construction during the third quarter of the nineteenth century. Even after 1895, however, when the mills ceased rolling wrought iron, bridges were frequently erected using up existing stocks of wrought material, often mixed indiscriminately with steel, according to Llewellyn N. Edwards in A Record of History and Evolution of Early American Bridges [1959], p. 103. In this instance, metallurgical analysis would be required to determine if the Osgood bridge is a composite structure.)

Appendix III includes elevation and cross-sectional drawings of the structure.

Top and bottom chords each consist of two steel channels, 6" x 1-7/8" x 3/16" in dimension. The top chord and inclined end posts, 12" in total width, are fastened with a continuous 1/4" top plate, reinforced with a flitch plate at the haunch and, for economy and drainage, spreaders along the bottom flanges. The channels of the lower chord are spread open and fixed with gussets. The built-up chord members, fabricated with plates and gussets, all have riveted connections. Both upper and lower chords are spliced at center span with flitch plates. (Photographs 9 - 13)

The truss web consists of diagonal angle members of two different dimensions. The smaller, tension members are 2" x 2" x 1/4", while the heavier compression members are 3" x 2" x 1/4". These paired, diagonal members are fastened, typically, by attachment to rectangular gussets riveted to the inside of the top and bottom chord channels. The diagonal pairs are each given lateral support by three spreader plates. The three vertical members in each truss, similar in design to the diagonals except that they are always in tension, were provided to add intermediate support for the floor beams. (Photographs 14, 15)

The floor beams consist of three principal members, which are steel I-beams measuring 12" x 5" x 3/8". The (two) floor end beams are channels, 12" x 3" x 3/8". These five members rest on top of the gussets at the

panel connections along the bottom chord and are riveted to the latter by means of shelf brackets. (Photographs 15, 16)

Lateral bracing of the substructure is provided by four pairs of x-members, which consist of steel angles riveted to gussets connected to the bottom flanges of the lower chords. (Photographs 17, 18).

Osgood bridge is seated directly upon the stone masonry abutments. Bridge bearings typically consist of a simple, 1/4" steel shim, now frozen in place with corrosion. (Photograph 19)

The bridge deck consists of a single course of 3" hemlock planks of random widths (6", 8", 10" recorded), laid transversely. The wearing course rests upon six I-beams which run parallel with the alignment of the bridge and lie directly beneath the vehicle track. The dimensions and spacing of these members may be found in Appendix III. (Photographs 17, 18)

The bridge railing, partially intact but broken and in disrepair, originally consisted of three steel pipes which passed through the web of the trusses and terminated in round, cast iron end posts centered directly above the bridge bearings. Only one of the original end posts survives, at the southwest corner. (Photographs 3,4)

The two cut granite, dry-masonry abutments are massive in size and differ slightly in their design. The south abutment has wingwalls on both the east and west elevations, while the north abutment has a wingwall only on the east (upstream) side. The west elevation is returned approximately ninety degrees from the face. (Photographs 20, 21) Both abutments appear to pre-date the existing bridge and have become destabilized over time. According to Campton road agent Edward Pattee and Selectman Clarence Pulsifer (interviews, November 18, 1986), both abutments partially collapsed during the 1960s and were rebuilt, including the installation of concrete headers at the end of the bridge approaches. Photograph 22 illustrates one example of several typical details found on the north abutment of an early (probably nineteenth century) repair, where iron dowels were partially inserted in drilled holes in the lower stone and seated in a pocket carved in the upper or bearing stone, to arrest sliding movement. The remains of an earlier log crib abutment were also observed beneath the stream surface at the southeast corner of the same abutment.

Single wooden guard rails (surplus bridge planks), fastened to treated wooden posts, secure the slightly declining descent at the north approach to the bridge; the wooden railings are both missing at the south approach but the posts remain extant.

The Osgood bridge is in poor structural condition and has been posted for six-ton loads. Remnants of silver and green paint still cover part of the steel members, but there has been significant loss of metal

section in places, particularly from the ends of the lower chords. Many steel members are marked "Cambria" in relief, indicating the name of the rolling mill which furnished the stock.

The manufacturer of the Osgood bridge and the selectmen who presided over its erection in 1899 are recorded in relief on cast iron plates riveted to all four inclined end posts. The builder's plate, mounted on the west truss, reads:

1899
Built By
The Vermont
Construction Co
St Albans Vt (Photograph 10)

The town officials' plate, mounted on the east truss, reads:

1899
E N Babbitt
A E Tonkinson
O B Hassey
Selectmen (Photograph 23)

Both "Tonkinson" (Tomkinson) and "Hassey" (Hussey" were misspelled, based upon town records (Annual Reports...for...1900, p. 10).

III. Construction

Records of the Town of Campton, N. H., indicate that the selectmen in office in 1899 expended, on October 6, the sum of $875 to the Vermont Construction Company for "two iron bridges" (Annual Reports...1900, p. 8). The Campton town meeting of March 14, 1899, had previously appropriated "for town changes and highway $4000" and elected E. N. Babbitt, A. E. Tomkinson and O. B. Hussey as selectmen (Plymouth Record, March 18, 1899, p. 5). Later in the year the Plymouth Record reported that, in Campton, "E. N. Babbitt is constructing an iron bridge across Beebe's River near the parsonage" (October 14, 1899, p. 7). In the same issue, the East Campton correspondent reported "The bridge men are boarding at Mrs. Crowell's" and "Our selectmen are putting an iron bridge over the Beebe River near the Osgood farm." Finally, the Campton Annual Reports...for the Year Ending February 15, 1900 lists, under Town Officers Accounts, a reimbursable expenditure of $1.50 by E. N. Babbitt for "one day on bridge" on October 21, 1899.

The name Osgood bridge was first used in the 1902 annual report, where an expenditure for painting the Osgood bridge was recorded for October 26, 1901 (p. 8). The title was conferred, apparently, based on the proximity of a nearby farm owned by one Osgood; this is corroborated by

the Plymouth Record two years earlier (October 14, 1899).

E. N. Babbitt retired as selectman in February 1901. Babbitt lived in West Campton and was a bridge construction engineer for the Boston & Maine Railroad (Interview with Sterle Cheney, December 5, 1986). A. E. Tomkinson, owner of two excelsior mills in Campton, retired from office the following year; O. B. Hussey did not retire until February 1905 (Annual Reports for 1901 through 1905).

The manufacturer of the Osgood bridge, the Vermont Construction Company of St. Albans, Vermont, was founded in 1886 and operated in St. Albans until 1902 (Industries and Wealth of the Principal Parts of Vermont [1891], p. 103. The company's claim as "the only bridge building company in northern New England (Industries and Wealth..., p. 103) seems doubtful based upon Victor C. Darnell's recent Directory of American Bridge Building Companies 1840 - 1900 (1984) which refers to bridge firms in Maine and in other parts of Vermont (pp. 19, 73).

During the 1890s St. Albans was the undisputed leader in the iron and bridge building industry of Vermont (Industries and Wealth..., p. 8). The shire town of Franklin County, St. Albans was the site of the offices and shops of the Central Vermont Railroad, which employed 1,150 hands, and ranked third in commercial importance in the state. Appendix IV includes a more detailed description of the Vermont Construction Company's activities, which, not surprisingly, included construction of large railroad bridges.

The president of the Vermont Construction Company was Richard F. Hawkins of Springfield, Massachusetts, who was a partner in Hawkins, Herthal and Burrall, and president of R. F. Hawkins Iron Works. After successfully developing his own firm in 1877, Hawkins saw opportunity in the expanding railroad industry in Vermont in the 1880s (...American Bridge Building Companies..., pp. 26, 73). The Vermont Construction Company advertised in 1894 as "Designers and Manufacturers of Iron and Steel Bridges, Viaducts, Girders , Turntables and Iron Roofs." Among the officers of the firm that year was listed "C. F. Babbitt, Superintendent" (Walton's Vermont Register and Business Directory [1894], p. 31). Between 1895 and 1900 the firm erected four highway bridges in Campton, N. H., three of these known to be of the low Warren truss design (Annual Reports... for 1896 through 1900). (This group includes Bog Brook bridge; Dole bridge; Osgood bridge; and Route 175 bridge, relocated in 1927 to span Spencer Brook.)

IV. Design and Technology

Two truss configurations, the Warren and the Pratt, gradually dominated American metal truss bridge design during the twentieth century. While many different truss designs were patented in the latter half of the

nineteenth century, the economy, durability, and reliability of the Warren truss design, along with materials and technological innovations, combined to satisfy the American construction industry's desire for uniformity and standardization.

The Warren truss was patented in 1848 by two British engineers and quickly gained acceptance in this country because of its simple, straightforward design. In the 1880s, however, pin-connected bridges were standard practice in this country and abroad since they could be fabricated in the shop, required less time and less equipment, and cost less than riveted bridge work. In 1884, when the use of wrought iron in bridge construction was at its peak, J. A. L. Waddell estimated that 90 per cent of the bridges then existing in the nation were of the Pratt or Whipple designs (quoted in David L. Weitzman's Traces of the Past [1980], p. 73).

As the nineteenth century closed, the need for increased stiffness and rigidity in superstructures was amplified by the increasing weight, speed, and volume of traffic units, particularly on the railroads. With improvements in metallurgy and the introduction of rolled steel for general usage in 1884 [steel is about fifteen per cent stronger than wrought iron], coupled with the development of the portable, pneumatic riveter circa 1895, the American bridge industry underwent a significant transition between 1890 and 1915.

Rigidly constructed, riveted steel bridges, particularly those employing the Pratt and Warren truss configurations, were rapidly adopted for short spans of up to 125 feet, although a maximum length of 200 feet was not uncommon. For long-span bridges, however, the pin connection method continued to be favored because of economy of material and cost (Merriman and Jacoby, A Textbook on Roofs and Bridges, Part III, Bridge Design [1902], pp. 17, 18).

The Osgood bridge, which combined riveted construction with steel, is significant as an early prototype of the low Warren truss highway bridges which gained widespread usage in the American highway system. Twenty-five such bridges presently survive in the State of New Hampshire ("New Hampshire Historic Bridge Inventory" [1982]).

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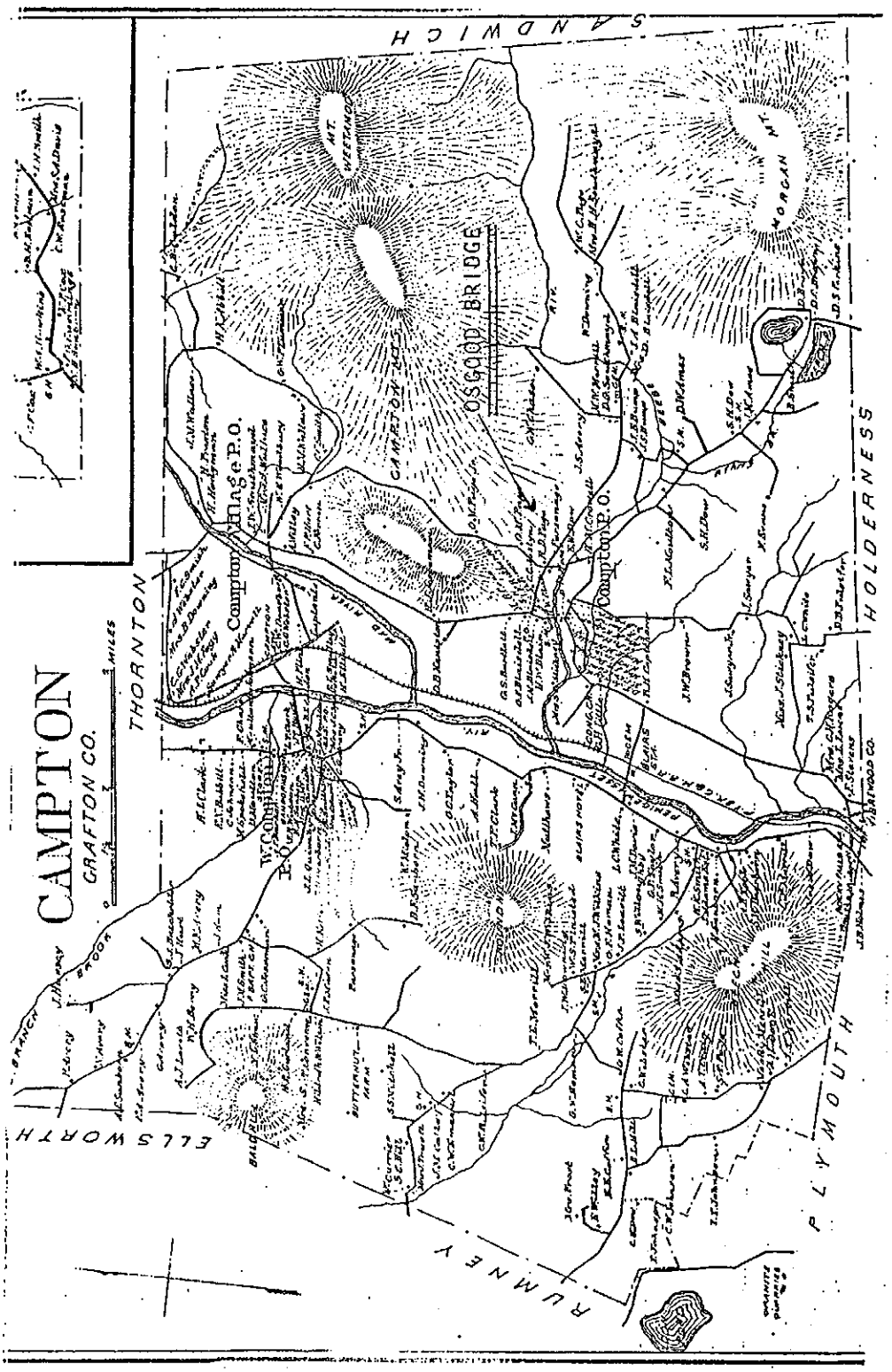
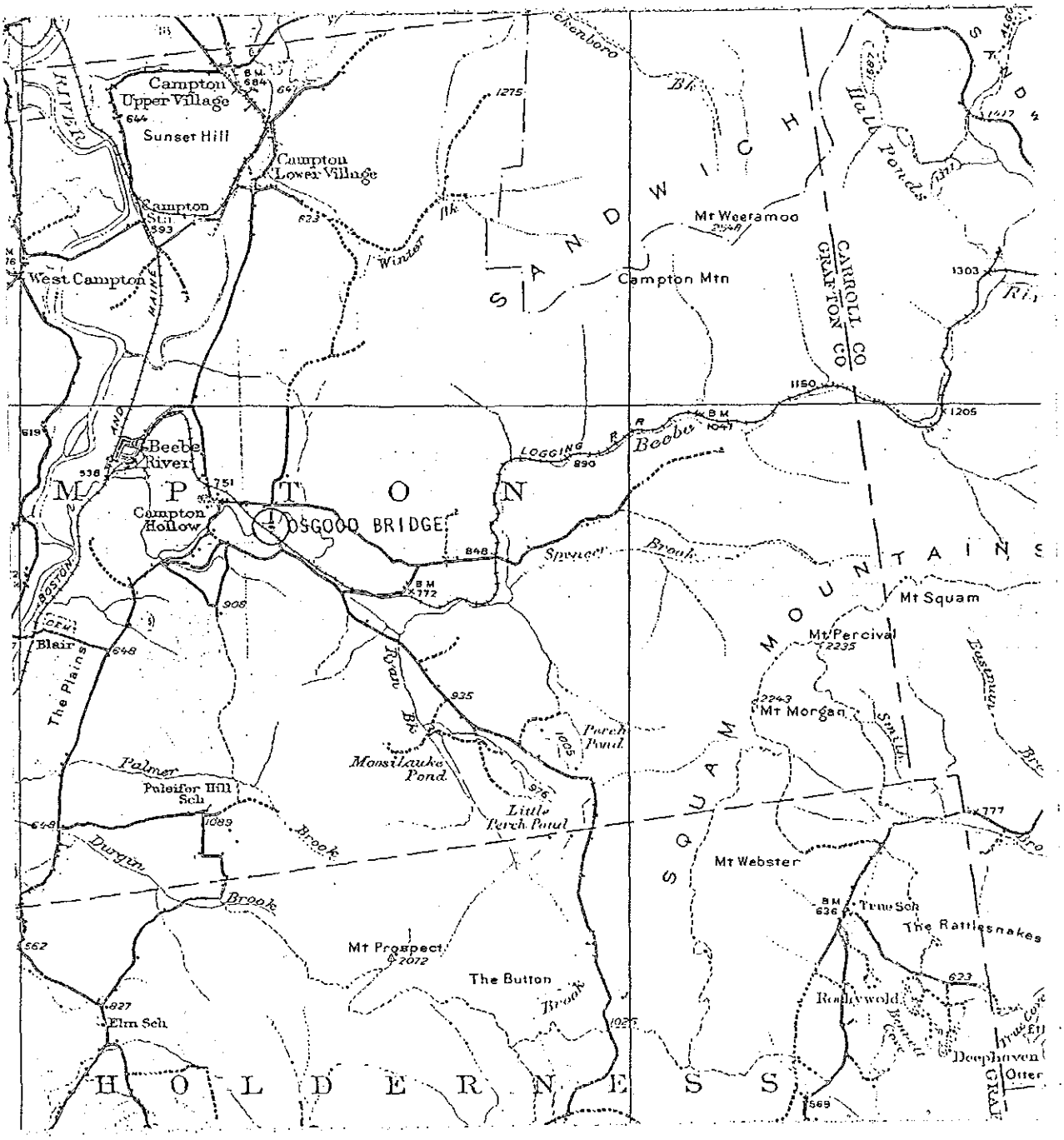
Pattee, Edward (road agent), and Pulsifer, Clarence (selectman). Campton, N. H. Interview by C. W. Closs, November 18, 1986.

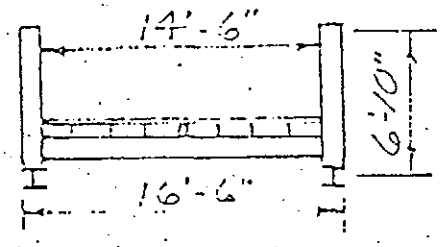
APPENDIX I



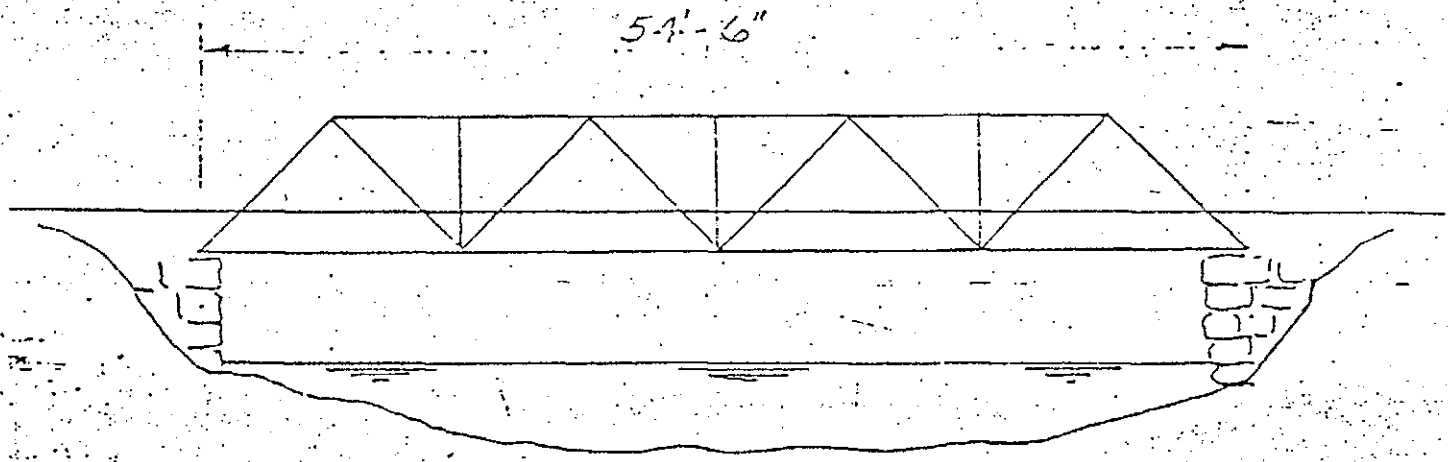
Source: Town and City Atlas of the State of New Hampshire. Boston: D. H. Hurd & Co., 1892.



Source: USGS Plymouth Quad, New Hampshire 1928



CROSS SECTION



ELEVATION

Osgood bridge elevations and cross sectional drawings.

Source:
"Request for Determination of Eligibility National Register of Historic Places Low Warren Truss Bridge Village of Campton Hollow Campton, New Hampshire" New Hampshire Department of Public Works and Highways, Concord, N. H., September 1985.

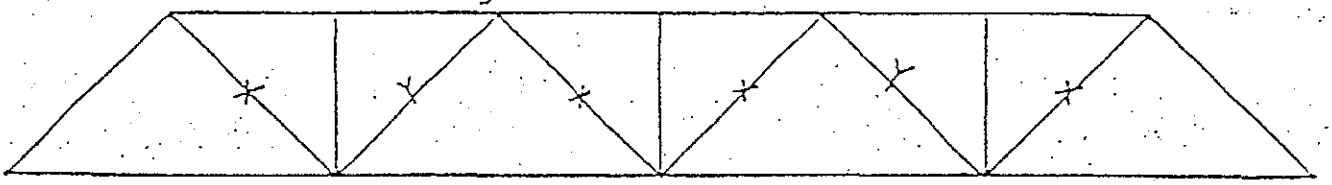
Campton 153/002

End Post & Top Chord — PL 12×$\frac{1}{4}$ & 2 C 6×1$\frac{7}{8}$×$\frac{3}{16}$

Verticals (1 bent 2") — 2 L 2×2×$\frac{3}{16}$ (NW corner $\frac{1}{8}$)

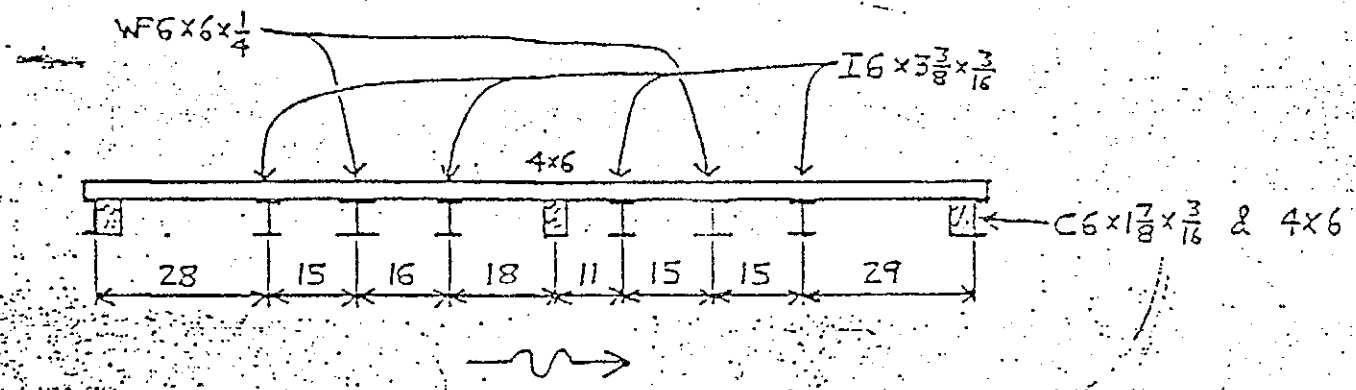
Bottom Chord — 2 C 6×1$\frac{7}{8}$×$\frac{3}{16}$

For analysis, use 6'-8" panels & 45° diagonals



Diagonals "X" — 2 L 2×2×$\frac{1}{4}$

Diagonals "Y" — 2 L 3×2×$\frac{1}{4}$



APPENDIX IV

The trade in these machines has attained large proportions, many being exported. Indeed, these machines receive the higbest awards wherever exhibited in competition with similar apparatus, a fact which testifies to their efficacy and superior construction. The St. Albans Foundry has a high reputation of long standing for turning out first-class work.

VERMONT CONSTRUCTION CO.

This concern has been in existence about three years, and its works are located in the old St. Albans Rolling Mill, where the company manufactures bridges, boilers and miscellaneous wrought iron and steel goods. The officers of the company are: R. F. Hawkins, President; D. E. Bradley, Manager and Treasurer; E. B. Jennings, Consulting Engineer. The works are equipped with a full complement of first-class machinery, which is driven by a powerful Harris-Corliss engine. The Vermont Construction Co. manufactures iron bridges, steel bridges, stone bridges, wooden bridges, iron building work, bolts, rods, nuts, railroad construction, turn tables, iron roofs, etc. Within the past year this company has built bridges in New York State, and every State in New England except Rhode Island. Some of the work of the Vermont Construction Co. is stupendous, and testifies to the ample capital and facilities of the house. The largest bridge in New England, 2,000 feet long, crossing the east channel of Lake Champlain from the Vermont shore to North Hero, was built by this company. Another large job in this vicinity was the building of the breakwater at Rouses Point, N. Y., under government contract. Other bridges built by this company recently are the following: Hartford bridge, Central Vermont Railroad, 650 feet long, tested with twelve locomotives with a combined weight of 854 tons; Clark bridge, Williston, Central Vermont Railroad, 600 feet long; West River railroad bridge, near Brattleboro', one span of 223 feet and another of 110 feet; Highway bridge, 330 feet long, across the Mississquoi River, Sheldon, Vt.; Three span girder bridge at Dover, N. H., with a roadway forty feet wide. The business of the Vermont Construction Co. is constantly extending, and the house has come to be one of the foremost in its line in the country.

Source: Vermont: Its Resources and Industries. Glens Falls, N.Y.: C. H. Possons, Publisher, 1889.

APPENDIX IV

ST. ALBANS

VERMONT CONSTRUCTION COMPANY.—There is no feature of the rapid development of the United States of more interest than that of the prompt completion of public works of the most difficult and extensive character, and requiring the highest order of talent and practical experience, coupled with ample resources. There is thus great credit attaching to our leading contractors and engineers for the achievements marking their career. The only bridge building company in northern New England is the Vermont Construction Company, whose office and shops are located in St. Albans. This company established their business here in 1886, locating at the start in the old St. Albans rolling mill, but are at present occupying large mills and shops, which were built by them for their occupancy in 1890. Their present works are thoroughly equipped with new and improved machinery, operated by a Harris-Corliss engine of 125 horse-power, and steady employment is given here to thirty-five skilled hands, while large gangs of workmen are employed in building bridges and heavy contract work outside. This company are designers and manufacturers of iron and steel bridges for railroads and highways, and also viaducts, girders, turntables, iron roofs, every variety of iron construction and iron and steel structural work, while their commanding ability has been repeatedly demonstrated in the many important contracts which they have successfully executed throughout New England, New York, New Jersey, and the south. Special prices are made to towns and corporations for bridges, and estimates and drawings, with prices, are furnished free on application. Their superior facilities and experience, coupled with ample capital and material at command, enable them to guarantee the prompt and perfect fulfillment of all contracts, and parties and corporations securing the services of this company can rely upon obtaining advantages difficult of duplication elsewhere in this country. The officers of the Vermont Construction Company are R. F. Hawkins, president; D. E. Bradley, vice-president; J. E. Norton, treasurer; A. L. Davis, engineer. These gentlemen bring vast experience to bear in every branch of their profession, and enjoy the highest of reputations for mechanical genius, commercial integrity and great practical skill.

ST. ALBANS FOUNDRY COMPANY, Lake Street.—This company enjoy a national reputation as manufacturers of car wheels, railroad and machinery castings, mill gearing, pulleys, shafting and engine work; farmers' boiler stoves, slop sinks, sled shoes, arch doors and grates, tread horse-powers, speed regulators, overshot threshers, drag and circular saw machines for sawing wood, plows, dirt scrapers, stump and stone lifters, etc. The business was founded in 1840, and the management brings to bear upon its every department vast practical experience, perfected facilities and widespread connections. It is the oldest establishment of the kind in New England, and one of the foremost in the country. The works consist of seven large brick buildings, located directly opposite the Central Vermont passenger station, and are equipped with an elaborate outfit of machinery, operated by a 75 horse-power engine, and 100 horse-power boiler, and steady employment is given to sixty skilled and expert workmen. The foundry transacts a general business in machinery, castings and iron work, and manufacture car wheels, forgings and agricultural implements, making a leading specialty of railway horse-powers, threshing machines and fodder shredders and wood-sawing machines to be used with their powers. These horse-powers are made for one, two and three horses, and are equipped with speed regulators. The threshers have a vibrating separator and cleaner. The trade in these machines has attained immense proportions, and many of them are exported. The foundry melts from nine to eleven tons of iron per day. Only the best grades of iron, steel and other materials are used. The patronage is immense and influential throughout the United States and many foreign countries, and is annually increasing. The officers of the St. Albans Foundry Company are Hon. Worthington C. Smith, president; W. Tracy Smith, vice-president, secretary and treasurer; J. C. Leslie, general superintendent. The president has been prominent in public life in this state for years; has served this district as a representative to Congress, has been a member of the state senate, and filled other positions of honor and trust with great credit and acceptance. His son, W. Tracy Smith, has been trained to this business since his graduation from college, and is an efficient officer and a pushing, progressive business man. Both are members of the St. Albans Board of Trade. The general superintendent, Mr. Leslie, is eminently fitted by experience and ability to successfully discharge the responsible duties of his position.

C. WYMAN & SON, Jewelry, etc., No. 119 Main Street.—In no branch of industry in the United States have more rapid advances been made than in the manufacture of watches, jewelry and silverware. For many years, especially for the finer and more artistic productions we have been compelled to look to Europe, for our supply, but to-day American productions quite equal, if not excel in excellence of workmanship and beauty of design the best goods made in foreign countries. A representative and old established house in St. Albans actively engaged in this important industry, justly deserving its enviable reputation for dealing in none but A 1 goods and honorable business methods is that of Messrs. Charles Wyman & Son, eligibly located at No. 119 Main Street, one door from the corner of Bank Street. This veritable landmark is the oldest house of its kind in this section of the state and was founded originally about the year 1800, by a Mr. Eaton, who was succeeded by Mr. A. H. Huntington, and in 1849 Messrs. Huntington & Wyman became its proprietors, and seven years afterwards Messrs. C. & J. Wyman took charge of its affairs, and they in turn were succeeded by the firm of Messrs. Wyman & Huntington in 1882, and upon the retirement of Mr. Huntington, six years after this date, Mr. Charles Wyman became sole proprietor and conducted its business with unvarying success until 1888, when his son was admitted into partnership under the present firm title, while the trade is annually increasing in volume and influence. They occupy a spacious and commodious store, neatly and attractively appointed and provided with every convenience for the advantageous display of their large and valuable assortment of goods, and its inspection by customers. The stock carried embraces none but the very best and most reliable goods, such as fine gold and silver watches of both European and American production; elegant diamonds, pearls, rubies, emeralds and other precious gems set in the most exquisite and unique styles; engagement, wedding and souvenir rings, ear rings, pendants, brooches, bracelets, bangles and necklaces; watch chains, charms, chatelaines and lockets; solid gold, silver and plated ware; French, Swiss and American clocks; art novelties in gold, silver, bronze; spectacles, eyeglasses, lenses, opera and field glasses and other optical goods, fine pocket and table cutlery, etc. These goods have been most carefully selected to meet the wants of a first-class patronage, are unsurpassed in quality and artistic workmanship and are guaranteed to be as represented, while the very lowest prices are quoted. A specialty is the repairing of fine watches, clocks and jewelry, also engraving, in which department none but thoroughly skilled and experienced workmen are engaged and all work done here is warranted to give complete satisfaction. Both father and son are thoroughly experienced and practical men in all branches of the trade, enterprising, pleasant and courteous men, honorable and reliable in their dealings and highly respected in social and commercial circles. Mr. Charles Wyman has been president of the village trustees and also had the honor of representing the St. Albans district in the State Legislature in the year 1886, and discharged his duties as such to the great satisfaction of his constituents and credit to himself.

Source: Industries and Wealth of the Principal Parts of Vermont.
New York: American Publishing and Engraving Co., 1891.